

DOUGHBAG WITNESS TELLS OF \$7,500 MORE PAID TO EX-GOV. WHITMAN'S FIRM

C. G. M. Thomas Discloses Fee
From Consolidated Gas as
Inquiry Is Resumed.

BURKE IN TIPSTER ROLE.

Nicholas F. Brady Testifies
About "Bits of Information"
Brought to His House.

Charles G. M. Thomas, Treasurer of the Consolidated Gas Company, testified to-day at the Senate Judiciary Committee's \$500,000 seven-cent fare droughbag hearing in City Hall, that the firm of Whitman, Ottlinger & Ransome had thus far received \$7,500 from the gas trust for legal services in an attempt to annul the eighty-cent gas law.

Mr. Thomas was asked if that was all the Whitman firm hoped to get. He smiled significantly and replied, "I shouldn't think so."

It has already been brought out through Theodore P. Shonts that the Whitman firm received a \$10,000 retainer for interborough services, the exact nature of which has not been made clear.

Thus the Whitman firm to date has received all told \$17,500 from the traction and gas interests and will likely receive more. All this has occurred in the few months that Charles S. Whitman has been a private citizen and since William L. Ransome gave up his job as chief counsel for the Public Service Commission, when he used to fight in the interest of the people against higher gas rates.

Mr. Thomas couldn't remember who recommended the Whitman, Ottlinger, Ransome firm. He denied Senator Thompson's statement to the effect that he, in behalf of the Consolidated Gas Company, was willing to advance \$100,000 to the Senator for the purpose of establishing a trust company in Lockport, near Thompson's home.

Nicholas F. Brady, chief executive of the \$100,000,000 Brady estate and head of the Edison and B. R. T. interests, was the first witness.

Mr. Brady was asked if he had received a letter from Richard Henry Burke on March 16 last. He replied in the affirmative and handed Mr. Cheney, the Deputy Attorney General doing the cross-examination, a letter in Burke's handwriting.

Burke's letter, which Brady said he didn't consider of any particular value, was as follows:

"My Dear Mr. Brady: To-day I had a long talk with Senator Thompson at the Republican Club. He showed me a letter addressed to Mayor Hylan that will appear in Monday morning's papers. He is of the opinion that the proposed legislation (Seven-Cent Fare bill) which modifies the agreement between the City of New York and the public utilities corporations has no chance of passage, and that, furthermore, he has positive knowledge that the Governor will not sign it. He made two suggestions:

"First—That legislation could be enacted giving the traction companies the right to collect seven-cent fares, and also enable them to receive financial assistance from the City of New York by the leasing of notes, with a proviso that some arrangement be made to return the money advanced after the roads were on a paying basis.

"Second—That the traction companies could go to the Board of Estimate and offer to enter into a new agreement for the purpose of making a new financial arrangement to meet present conditions. If this were done and the Mayor refused to listen to it, then he (Thompson) would be for a commission with power of regulation.

"From what I can gather at Albany I think Thompson is right. The aforesaid legislation has no chance of passage and if attempted will jeopardize the chances of a compromise bill.

"If either of the two suggestions interests you I am sure that Thompson will do all that he can to relieve the present situation, all other statements to the contrary.

"Sincerely yours,"

"RICHARD H. BURKE."

Frank Moss, counsel for Senator

Thompson, took Mr. Brady in hand after he had turned over the letter.

Brady admitted that Burke had been carrying "bits of information" to him since 1914, that he never came to Mr. Brady's office, but carried news straight to Mr. Brady's house.

Brady denied that he had ever talked to Burke about Thompson as a candidate for Governor.

"Why did you think Burke carried information to you?" asked Mr. Moss.

"Because I believed he wanted to show he desired to be helpful," replied Mr. Brady.

"Did you ever pay him?"

"Never."

"How about the Federal Signal Company of which Burke is reported to be an agent. Didn't the company get big contracts from the B. R. T. of which you are head?"

"Three years ago the Federal Signal Company lost a very big contract," replied Brady.

"I'm speaking of later on—hasn't the Federal Signal Company been awarded contracts by the B. R. T.?" asked Mr. Moss.

"Perhaps so, but I don't remember," replied Mr. Brady.

The Rockefeller interests were brought into the story of the lost cause of seven-cent fares when Harry B. Weatherwax, Chairman of the New York State Electric Railway Association, admitted that Ivy Lee, personal press agent for both the Rockefeller and publicity man for the Standard Oil Company, had written some of the literature sent throughout the State pleading for the enactment of the Carson-Martin Seven-Cent Fare Bill.

Mr. Weatherwax also told how James L. Quackenbush, Chief Attorney for the Interborough, had been selected to see New York bankers and interest them in the seven-cent fare drive. Weatherwax said Quackenbush went to see Charles H. Sabin, Brigadier General Cornelius Vanderbilt, one of the directors of the Interboro, was expected to be called to the stand late this afternoon.

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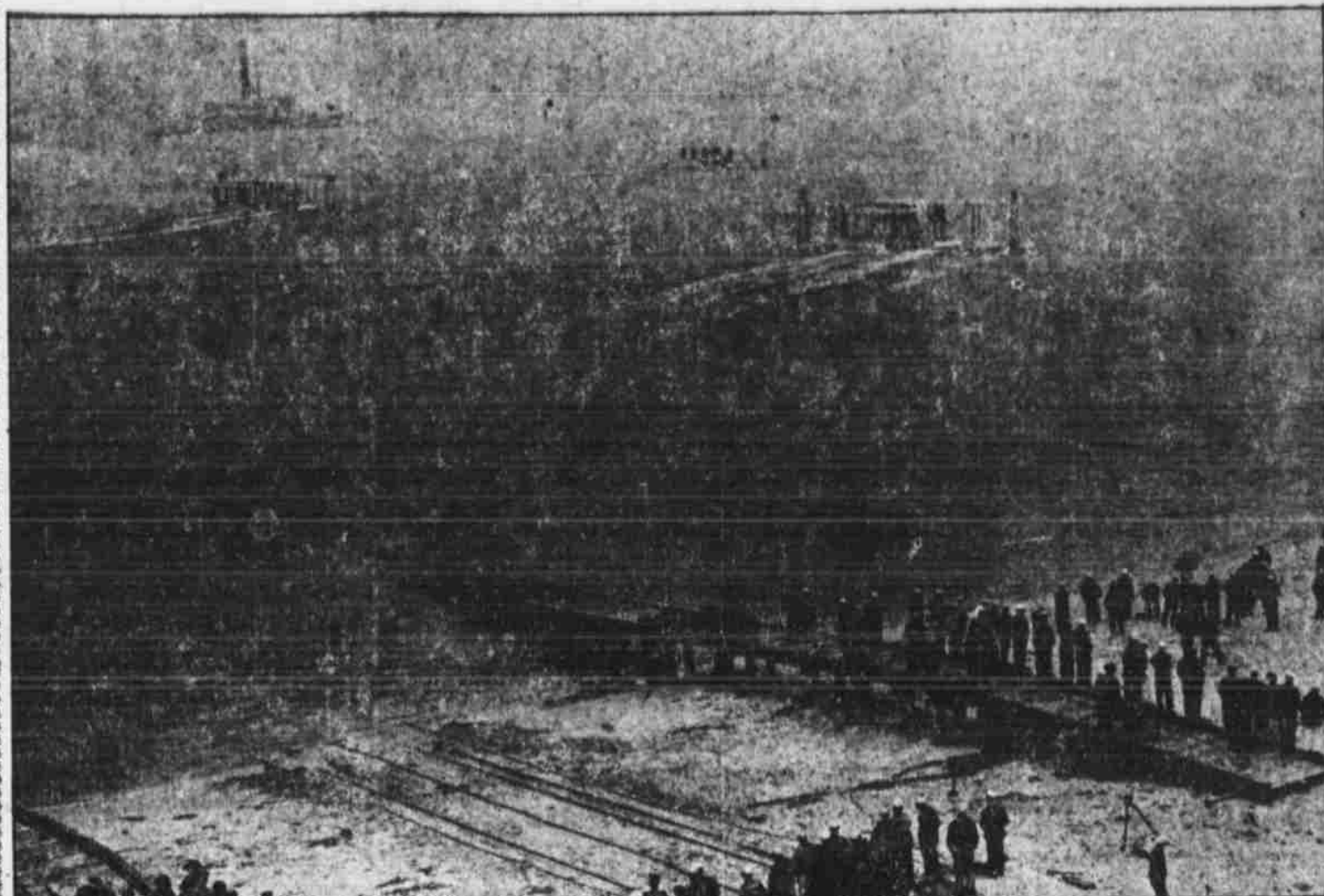
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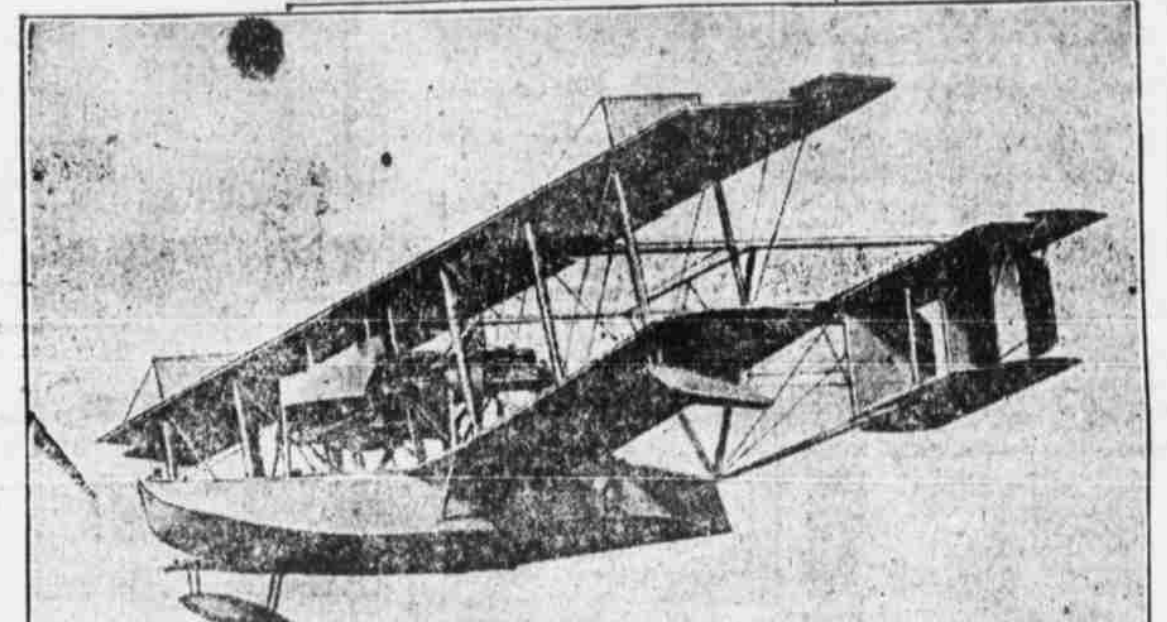
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Naval Airplanes Starting From Rockaway On First Leg of Their Transatlantic Flight



Big Navy-Curtiss Seaplane in Flight At Start of Its Transatlantic Trip To-Day



Liberty motors of 400 horsepower conducted with individual propellers. With a full load the planes weigh 23,300 pounds apiece.

The total distance from Rockaway Beach to Plymouth is 3,225 miles. From Trepassay, Newfoundland, the route runs 1,350 miles to the Azores, 800 miles to Portugal, and on to Plymouth.

TWO CARRY 7 MEN, ONE 6, ON FIRST LEG OF FLIGHT.

One of the planes carried six and the others seven men each. Only five men will make the transatlantic trip on each from Trepassay.

The crews on the three seaplanes are:

N. C.-3—Commander J. H. Towers, commanding officer and navigator; Commander H. C. Richardson and Lieut. D. H. McCullough, pilots; Lieut. Commander R. A. Lavender, radio operator; Machinist L. R. Moore, engineer; Lieut. Briston Rhodes, reserve pilot engineer, and

ing. After their return Commander Towers said the boats were ready to go.

The planes were got ready, the NC-4 on the runway and the NC-3 and the NC-1 on her left and right in the water.

At 9:42 o'clock Commander Towers climbed into the flagship and waving his hands to the spectators said:

"Goodbye, boys. There is nothing we can see now that will prevent us from being in Halifax at 6 o'clock, the end of the first lap," said Towers. "This is the kind of a day we have been looking for for a week. We are confident that the American Navy will be first to cross the Atlantic in the air."

Bellinger said, taking a big black cigar from his mouth before he stepped into Ship No. 1: "With the help of God and in spite of the devil, we'll do this little thing!"

"Our radio instruments," Commander R. A. Lavender, radio operator on the NC-3, said, "are working tip-top and there will be no time during the journey when we will not be in touch with at least two destroyers. If anything should go wrong on one ship its commander can get in touch with one of the others or with a land station."

SEAPLANES MOVE OUT FOR START ONE MINUTE APART.

Late weather reports from all along the coast were favorable.

One minute after Towers waved his signal the NC-3 began to move out at 9:50, the NC-4 and NC-1 followed one minute apart.

The twelve motors on the three planes roared like a machine shop on a busy day. Persons in the crowd put their hands to their ears.

The machines died around the bay for half a mile and then—"They're off!" was the cry.

The seaplanes flew away at a height of about 500 feet and as they sped along went up to a higher altitude. The last seen of the planes the commanders were waving handkerchiefs at those on shore.

Before they left, the men posed for a motion picture operator. Every man was in high spirits.

Capt. Irwin, U. S. N., precepted every man with a four-leaf clover as he climbed into his ship. Among others who saw the departure were Mr. and Mrs. Herbert L. Satterlee and daughter.

HOODOO FOLLOWS SEAPLANES TO THE END.

The trip had been postponed 48 hours, and, on account of the uncertainty about the weather, it was said, there was nothing sure about a start to-day down to until Commander Towers gave the word.

Almost down to the last the flight

was the prey of the "hoodoo" which, sailors said, apparently makes its home in Rockaway. While the NC-4 was being made ready for a trial flight at 6 o'clock last night the propeller, making 1,500 revolutions a minute, cut off Chief Special Mechanic Harry Howard's left hand. Howard felt worse about losing the trip than he did about his injury.

"I hope," he said to Commander Towers, "that you'll be held up here three weeks. Then I'll be all right again."

Word was telephoned to him to-day at the Naval Base Hospital, Brooklyn, that the ships had made a successful hop-off.

"You'll have to excuse him," the nurse said: "he feels pretty badly about it."

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NAVAL CROSS OCEAN FLYERS COMMUNICATE WITH EACH OTHER BY RADIO PHONE

Seaplanes Also Are in Constant Touch With Ships and Shore Wireless Stations.

WASHINGTON, May 8.—The following official account of the start of the flight was issued by the Navy Department:

"The three navy seaplanes, NC 1, NC 3 and NC 4, started from the Naval Air Station at Rockaway at 10:02 A. M. to-day on their flight to Halifax, the first leg of the transatlantic flight, which will start officially when the planes take the air from Trepassay Bay for Lisbon, Portugal, via the Azores.

"Two minutes after the start each destroyer along the first leg of the route had been notified of the start, and before the three planes had proceeded thirty-four miles the station ship at Halifax, the ships along the route and other vessels along the route had been notified. A radio despatch also had been received by Admiral Knapp in London and Admiral Benson in Paris.

"When the planes were a little more than fifty miles from Rockaway they were in communication with the naval air station by radio. From that time they were in communication by radio telephone with each other, and will be throughout the flight. When they were approximately 100 miles from the starting point they were in communication with the naval air station at Chatham, Mass.

"The distance to Halifax by the route to be taken is approximately 540 miles, and it is expected that the minimum time of the first leg of the flight will be about eight hours."

FIVE CROSS-OCEAN FLIGHT BASES NOW IN NEWFOUNDLAND

International Rivalry Marked by Establishment of U. S. Station at Trepassay.

ST. JOHNS, N. F., May 8.—The Eastern Newfoundland coast now has five airdromes where there are flying activities daily or preparations are being made for sheltering planes yet to arrive. International rivalry has sprung up with the presence at Trepassay Bay of the United States Naval Seaplane Base. At Cape Broyle farther north, is the airdrome site of Lieut. Col. J. C. Porte. Col. Porte's machine has not yet arrived.

Continuing north, St. Johns has two flying fields where for nearly a month planes of the Sopwith and Martinsyde expeditions, which have Harry G. Hawker and Frederick P. Raynham respectively as pilots, have been fuel laden and fully equipped for the overseas start.

The most northern of the airdromes and the largest is that at Harbor Grace where the Handley Page machine, to be piloted by Major Brakely, is housed.

"FIT TO WIN" FIT TO SEE.

Federal Decision Permits Its Production Anywhere.

"Fit to Win," the educational motion picture film demonstrating methods to check the social evil over which much controversy has been held in the last two weeks, may be shown to the public as much as the holders desire, as far as the interference of Commissioner of Licenses Giechriat is concerned. This decision was handed down yesterday by Judge Mayer in the Federal Court.

The film is endorsed by Surgeon General Blue and other high Government health officials as being in line with the health educational plan of the country.

BRIDGE OF BOATS TO PROTECT FLYERS READY BY SATURDAY

More Destroyers Sail From Newfoundland for Stations on Azores Route.

ABOARD U. S. S. PRAIRIE, TREPASSAY BAY, N. F., May 8.—The American bridge of boats from Newfoundland to the Azores for protection of the NC-1, NC-3 and NC-4 on their transatlantic flight, will be ready by Saturday, according to prospects to-day.

The destroyers Palmer, Walker, Crosby, Thatcher, and Laub are sailing out to-day to take up their stations. The Uphur, Beggs, Williams and Buchanan will start after taking on fuel and supplies. It was announced the navy vessels were prepared to remain at sea two months if necessary, if the big jump from Trepassay should be delayed awaiting favorable weather.

The Governor of Newfoundland has tendered the fleet here unrestricted use of the Newfoundland radio stations and all marine facilities.

ALLIES MAY RECOGNIZE OMSK GOVERNMENT SOON

WASHINGTON, May 8.—Urgent news of \$20,000,000 for immediate use on the Siberian Railroad may lead to earlier recognition of the Omsk Government than had been planned by the representatives of the associated governments in Paris. It was learned to-day from an authoritative source.

Efforts by representatives of the State Department to obtain the needed funds before recognition has been accorded the Government have failed, it is said, and the American representatives in Paris have been notified that recognition would have to precede the loan.

It was also learned to-day that the liaison between the Omsk Government and the regions controlled by the Cossacks of the Don and at Orenburg, Gen. Denikine and the Archangel Government, has been completed and the forces arrayed against the Bolsheviks are now operating under the single direction of Admiral Kolchak.

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35¢ AND 75¢ THE CAN

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Something's Wrong
Look Into Your
Habits of Living

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one's feelings, though unsuspected.
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of coffee often does wonders in
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